

The National *Falcon* News

The Monthly Magazine of The Falcon Club of America

July 2015



1963 Falcon Sprint Clone
Steven L. Monnett
Carlisle, Pennsylvania

The National *Falcon* News

July 2015

COVER: STEVEN MONNETT'S 1963 FALCON SPRINT CLONE



This month's cover Falcon is owned by Steven Monnett (FCA #14077) and is for sale. See details in this month's Classifieds.



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THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. *The National Falcon News* is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be sent to the Editor, Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Please mark "FCA" on outside of envelope. E-mail address: fca.editor@yahoo.com. No phone calls or faxes for Falcon Club business, please.

President's Message: Cliff McKay



Where in the world has spring gone? And now we're already burning into summer. Hopefully all have properly planned for and are ready to hit the roads for Warwick, Rhode Island for our National FCA meet.

Summer is without a doubt definitely the best time of the year for all local chapters to actively cruise around and be on the lookout for new Falcons and prospective new members. Be sure to invite folks to join in our local events with our great Ford cars, trucks and vans. Our friendly brand of fellowship is hard to beat and it can be used as a great recruiting tool

too. Don't forget to hand out FCA business cards or, if available, pass along an older copy of our FCA magazine. Be sure to take those kids you know to car shows too.

Hopefully all FCA members are aware they can attend our Business Meeting on Saturday afternoon during the National Meet; this is when your votes are cast for officers and issues that affect our club's operation. Speaking of officer positions, we still are looking for someone to be our Internet Director and are also now looking for candidates for our Treasurer position. Any chapter wishing to host the 2017 Nationals needs to be there to present their ideas and plans.

The FCA continues to encourage current members to help others who are interested in restoring or acquiring a Falcon of any style for their very own. It never hurts to spread the word about our great club and its many benefits.

Group travel caravans to national events are usually lots of fun and help build a true sense of camaraderie between FCA members. I highly recommend member participation, as it builds new friendships and renews old acquaintances, as well as ensures safety in numbers while traveling. Other FCA members are also available to lend a helping hand if a problem should arise along the way.

Speaking of the Nationals, time is running very short, so be sure that you have both your registration for the meet and hotel reservations made. Please take care traveling to and from our National Meet. Do not take chances on pushing yourselves or your Falcons beyond reasonable limits. Just a reminder, it will likely be very sunny and humid, so bring along plenty of sunscreen, fluids and whatever else you require to protect and comfort yourselves.

May God bless. Take care of one another and remember that each day is indeed a gift. Hope your summer of 2015 is full of fun and enjoyment for your entire family. Enjoy flyin' those birds safely down America's highways and byways!

—Cliff McKay (FCA #7987)
Peck, Kansas

CALENDAR OF EVENTS

JULY 9–11, 2015

NATIONAL CONVENTION WARWICK, RHODE ISLAND

Hosted by Northeast Chapter FCA. Visit northeastchapter.com to get more information. Use form in this issue to register.

SEPTEMBER 11–12, 2015

MASON DIXON REGIONAL EDGEWOOD, MARYLAND

Hosted by Mason Dixon Chapter FCA. Ramada Inn Conference Center in Edgewood, Maryland.

OCTOBER 2–3, 2015

TENNESSEE VALLEY REGIONAL TOWNSEND, TENNESSEE

Hosted by Tennessee Valley Falcons Chapter FCA. For more information, visit tnfalcons.com/2015regionalinfo.htm for more details and registration. Use form in this issue to register.

**If you are hosting a Falcon event,
please send your event information
to fca.editor@yahoo.com.**



COVER PHOTOS and ARTICLES NEEDED!

Does your Falcon deserve to be featured on the cover of *The National Falcon News*? Send us a high resolution digital photos (300 dpi at 10 x 8 inches) and your car's story.

Do you have an article you think might interest other *TNFN* readers?

Send your photos and articles via email to fca.editor@yahoo.com or by mail on CD or DVD.

Chip Hane and His Mighty Falcon



Chip Hane battles the rain at Oklahoma's Hallett Race on April 17-19, 2015

Chip Hane and Mighty Falcon Racing Team went hunting for Camaros at CVAR's Spring race at Hallett, Oklahoma April 17-19, 2015. Roy Allen in his GT350 and Charlie Jones in his GT350H gave us a warm welcome on arrival Thursday afternoon. It was a rainy weekend with a few warm sunny moments Friday and Saturday afternoons.

—mightyfalconracing.com

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Fixing My 1964 Falcon Fuel Filler Problem

By Larry Schierman

I bought a 1964 Falcon Sprint from a friend, and at the time I noticed that the rear license plate was badly gas-stained. When I asked him about it, he said that he just had a terrible time filling the gas tank as the gas would “burp” back out of the filler, and get all over the car and ground. This is dangerous!

I assumed that the gas tank vent must be plugged up, and proceeded to check that out. I found it working as it should, but still could not fill the tank unless it took what seemed like forever. And, I always wound up with gasoline on the car, the station's pump block.

A couple of weeks ago, I decided to tear into it again and find out what the problem was. Surely, I thought, Ford would have not released these cars out into the public this way. I was wrong. After checking and re-checking everything, I could find no problems; it was the way they were manufactured. I went online, and searched “1964 Ford Falcon Fuel Filler Problems” and lo and behold, got into a major forum about others who had the same problem. While looking at the different title lines on the web, I saw an ad from Dearborn Classics for a remedy for this situation—a billet fuel cap, hose, and bracket that moved the filler inside the trunk with an O-ring sealed screw-on cap. My problem was the \$250 bill for this little kit. Nothing seemed overly fancy about it, so I decided to put together pieces for my own modification.



I went online again, looking for “fuel filler doors” and up popped a company named Filler Neck Supply Co. They had virtually exactly what I needed. I clicked on “fuel filler doors” on the left of their site, and the third item on that page was a perfect polished aluminum billet filler cap, with a huge quarter inch O-ring seal. Better yet, the fitting on the bottom comes out at a 45 degree angle and almost perfectly lines up with the filler coming out of the fuel tank. The sixth item on that first page is a heavy steel bracket made just to handle that cap. I bought the billet fuel cap for \$78.95 and the bracket for \$6.95, and

just made a bracket to fasten it to the trunk latch bracket—exactly what the more expensive kit mount does. I went to my local NAPA store and bought 12 inches of two-inch gas hose, and that’s all I needed except for some stainless allen-head screws necessary to fasten the whole thing together.

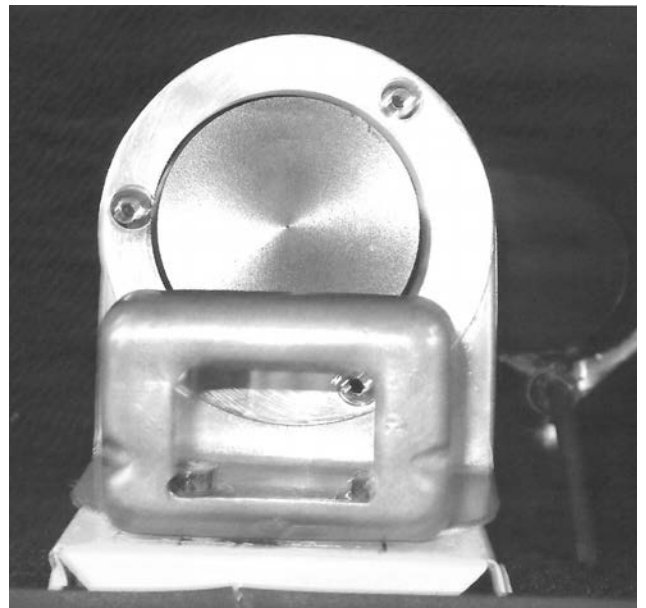
I drilled some holes in the bracket to match the trunk lock bracket, and bolted it right on under the latch. Before you bolt it on, remove the screw on the back of your stock fuel cap, remove the guts, and just use a large washer and that original screw to resecure your original fuel door back where it belongs. It looked totally stock from the outside.

I have just slightly over \$100 total in this job, saving me \$150 over the complete packaged kit. It looks and works great. Hope this helps some of you out.

—Larry Schierman, (FCA #15029)
Mead, Washington



The photo at the top shows the outside of the car with the cap permanently installed. The photo on left shows the unit mounted inside the trunk. The shot on the right was taken from directly above the trunk latch. You can see how little room the installation takes.



Classified Advertising

HOW TO ADVERTISE IN THE NATIONAL FALCON NEWS

Email your classified ads to: fca.editor@yahoo.com

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great time saver and much appreciated. Please use dollar signs! (\$).

Make your ad look like this:

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

Not like this:

' 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,excellent glass and trim. \$ 2000.00 o .b .o . Call Joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastern Pennsylvania

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10 each. Ads with photo are \$20 and will run for two months. Please keep the text close to 50 words. Ads over 50 words may be edited for length. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested. All ads for the classified section must include a member's name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10 each. Ads must follow the same guidelines as member ads. Photo ads are an additional \$20. Payment must accompany the ad, with check payable to the Falcon Club of America.

All ads must be sent by mail or e-mail to the Editor, Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. No phone calls or faxes. If you have Internet access, please email ads to fca.editor@yahoo.com. If you send your ad by snail mail and include an email address, the ad will run but the email address will not. Please email your ad to insure the email address is included with your ad. Photos may be emailed and payment mailed to the address above. Ads must be received by the 20th of the month two months before publication (July 20 for September issue). The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

NOTE NEW DEADLINES!

Classified Ad deadlines are now the 20th of the month two months preceding publication (Feb. 20 for April issue). Please send your ads and photos by email if possible.

fca.editor@yahoo.com

FALCONS FOR SALE

1963 Ford Falcon convertible with 250 six cylinder and C4 transmission. It has been in storage 18 years. Rust on inner rockers and fenders. Needs restoration. \$3,000. Robert Helmle, 859-586-6873 or roberthelmle@fuse.net. KY.

1963 Sprint convertible. All original with 260 CI and four speed. Asking U.S. \$12,500. Pictures on request. Contact John, 905-893-1360 or j.jagar@hotmail.ca. ONT.



1963 red Falcon Sprint clone with many OE items. All CarLite glass. It has never been restored. Nice driver with many new parts. Located in Carlisle, Pennsylvania. Asking \$16,500 OBO. Call Steve at 717-991-3428 or e-mail stevesrepairs@aol.com. PA.

1963 Ford Falcon Sport convertible with bucket seats and console. 87,000 original miles. Corinthian White with black top and interior. Car is originally from Virginia; I'm the third owner and have owned it 18 years. Always stored in heated garage. Engine was rebuilt and runs strong. Original seat upholstery, original working radio. I replaced Interior front door panels, rear interior panels, convertible well cover, convertible boot cover, interior control knobs/window crank knobs, radiator, and new brakes. Body, paint, undercarriage, floor pans, chrome parts and engine compartment in great shape. Corinthian White with black top and interior. Car is not perfect or a trailer queen but it shows nice and is really clean. Pictures will demonstrate condition. \$12,500. Dave Wahlers, drw1@roadrunner.com. OH.

Rare car. 1964 Ford Falcon two door sedan. 289 CID engine. Dual exhaust,

factory air conditioning and Crager SS Mags. New paint, seat covers, carpet and floor mats. Upgraded items too numerous to list. No rust. Pictures on request, \$9,500. Carl Bolton, 775 530-1938 or carginia72@sbcglobal.net. NV.

1964 Falcon Sprint convertible. Totally rust free California Black Plate car. Rebuilt 260 with less than 500 miles. Automatic, power steering, power top. Added air conditioning, dual exhaust and four bbl. Autolite carb. Has been repainted once. Interior presentable. Everything works except radio. Pictures upon request. Asking \$20,000. Contact Matt, 609-420-3066 or mhanniganjr@gmail.com. FL.

1964 Falcon Futura convertible, blue with black interior. 375 HP Ford 302 longblock, GT40 heads x303 Billet roller cam, MSD ignition. Haneline gauges. Mustang five speed, 8.8 373 rear end. Four wheel disc brakes with 18 inch wheels and much more stuff. Pictures upon request. \$17,000. Contact Erv Pfeiffer at 636-207-7614 or ErvPfeiffer@sbcglobal.net. MO.



1964 Futura convertible, black with red interior. Rebuilt 302, factory four speed with Mustang transmission, Granada front disc brakes, power steering, AM/FM, nice interior with console, good paint, body and floors. Nice working white power top. New gas tank and sending unit but gas gauge not dependable. Original and modified hood. Drive it home. \$14,500 OBO. Frank, 423-965-2399 or Anoldhippy@yahoo.com. TN.

1965 Falcon Futura. one owner. Excellent two door sedan, 200 CID, \$9,000. Bill Smith, 614-491-1868 or sonata02@copper.net. OH.

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1965 Ford Falcon Futura two door hardtop, 289 CID V8 engine with four-speed transmission, bench front seat, glass and interior good condition. New radiator, fuel pump, clutch, dual master cylinder, raised letter radial tires and 15" wheels with Ford wire spinner hubcaps. New dual exhaust system and brakes. Body is in good condition; starter replaced, new uninstalled headliner material, uninstalled trunk mat with spare tire cover, heater core, fuel pump, installed front and back seat belts. Runs good; it was originally a New Mexico car. Asking \$8,500 OBO; all reasonable offers considered. Joe Lewis, 313-467-9290 or glewis2@mi.rr.com. MI.



1965 Falcon Futura four door wagon, 351 Windsor engine, C4 transmission, nine inch rear end. New: brakes, steering gear box, intake, curb-headers, exhaust system and extra parts. Needs tailgate glass; all other glass excellent.

\$10,500 OBO. For specific details call Leon, 503-429-7105 or email leetorger@yahoo.com. OR.

1965 Falcon Sedan Delivery, \$4,000. 1965 Falcon Futura HT, \$1,200. 1965 Falcon Futura HT, \$600. 1968 Falcon two door sedan, \$500. 1965 Falcon two door hardtop, \$700. 1960 Comet two door V8, \$800. 1976 Ranchero GT, \$7,500. Call Don Branson, 636-228-4501 or email dbranson@mail.win.org. MO.

1966 Ranchero with deluxe interior, bucket seats with new upholstery and console. Factory air needs repair; 351 Windsor with AOD; solid southern truck with tired paint and some minor rust spots. Includes spare doors, replated bumpers, new AC compressor and other parts, \$7,000. Photos available on request. Lou, 734-522-2548 or lew01a@earthlink.net. MI.

FALCONS WANTED

Ford Econoline wanted. Contact Merle Martin, 808-939-7069 or mmartin55@hawaii.rr.com. HI.

I am looking for a 1963 blue automatic Falcon convertible. Contact Jimmy Conner at connerjc@aol.com.

Wanted: 1960 or 1961 Falcon two door or four door sedan. Also looking for a 1960 or 1961 Falcon wagon, less motor, transmission, rear end. Does not need to be perfect, reasonable. Joanne Ray, 989-426-9725. MI.

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Classified Advertising

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PARTS FOR SALE

ALL N.O.S. C0DZ-3047-A upper control arm shaft kit, \$65. C0DZ-3350-B steering arm and bushing, \$75. C0DZ-3049-A upper ball joint spindle support, \$65. C0DR-7A039-B transmission ext. assembly, \$75. C0DZ-1126-B rear brake drum, \$80. C0DZ-5630-C rear spring shackle kit, one pair, \$40. C0DZ-3A130-A outer tie rod, \$35. C0DF-11654-C headlamp switch, \$45. C0DF-7A217-A trans. control switch and wire assembly, \$15. C0DZ-7210-B shift selector lever, \$55. Many more parts available. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO.

1967 289 short block, standard bore, \$500. 1969 351W heads, three angle valve job, new valves and springs, \$500. All have been stored indoors, not piles of rust. Mid-1970s 351W long block, low miles, \$350 Stan, 918-381-7826. OK.

1960–63 Falcon Ranchero quarter panels. Rust free and dent free from Arizona. These are the entire quarter panels including the inner wheel wells and bed walls. I will email pictures on request. \$1,400 OBO. Call Nick at 920-475-8589 or email the60scarbuff@gmail.com. WI.

Boss 1969 Mustang rear deck wing; three speed V8 transmission; four speed T-10B transmission; new in box exhaust manifold, 144 engine C-3079430-A; four 1964 non-Sprint full hubcaps 13"; four Spring 13" good condition; four new in boxes tail lens; padded dash chrome strip for 1964–65; V6 grille, head lite doors, new door handles; rear bumper and brackets, need re-chrome, not bent; custom drive shaft six cylinder to V8 rear, plus other small items. Will not deliver or mail. All as is; \$600 takes all. William Frederick, Sr., 19 E. Avenue, Swedesboro, NJ 08085. NJ.

1964–65 Falcon front driver's side fender. It has been repainted and has very little body putty and trim for wheel. This fender is in good condition, \$225 OBO. Rick Birr, 801-864-2195 or rbirr@slb.com. UT.

—Continued on page 10

Wild West Falcons

Two years ago, the Wild West Falcons chapter of the Falcon Club of America, took on the wildish idea of having a car show event at our local veteran's hospital. It started after one of our members noticed that they actually have a convalescent facility in most VA hospitals.



These are veterans who have only their veteran status to obtain medical care. Many of them are disabled in some fashion or elderly and can't get around. These are the vets who live in the veteran's community living center. They are also vets who have no other means to afford medical care. In a sense, they are stuck living there with only occasional outings.

Our original vision for the event was to provide sort of a mini car show right outside their door, where patients could be escorted or wheeled out to view the cars, share car stories with us, and reminisce.

In 2013, we held the first show after gaining the appropriate approvals from the local VA bosses. Since our Falcon group is a bit small, we invited the local Mustang club to join us. We served free coffee, donuts and cookies to the vets and car owners. We had designated folks who could help with escorting vets in and out of the building; they were mostly our family and VA staff while the car owners were posted near the cars. We had about 18 cars on display that day.

In 2014, we elected to do it again, only this time we decided to invite anyone who might be interested in contributing to this wonderful community service. This time the number of cars bumped up to 62. Wild West Falcons and the Falcon Club of America got some good press. The VA staff are open to future additional events we might have there.

We will do it again this year with emphasis on all veterans, not just the vets in the VA hospital. It will be held once again in the VA parking lot with no fees or insurance necessary. We'll also invite the public and possibly solicit contributions with a donation box of some sort. The funds will go to the vets in the hospital to

Chapter Honors Veterans

By Ted Boothroyd

help them purchase personal items not provided by the VA; items include magazines, personal hygiene products, and rental movies. The car show is always held close to Veterans Day in November. It can be chilly, but the vets enjoy it and can return to their rooms in just minutes. We have met many wonderful people who span both the classic car community and our brave veterans. Our show has become something the folks of Western Colorado can look forward to each year, with full support from our Veteran's Hospital.

Our general message to the press or anyone who wants to know is this, "We don't care how cold or wet it is on that day. These vets fought wars for us in whatever weather was given them. They were away from the comfort of their own homes, sometimes for years. We don't care who they are, or in what form they come; if they proudly wore the uniform of the United States of America, they are our people."

Perhaps some other chapters of the FCA can put on similar events for "our people." It is a good thing to do with our rolling stock, don't you agree?

—Ted Boothroyd (FCA #6527)
President, Wild West Falcons Chapter



Thank you Veterans for your service.

EDITOR'S NOTE:

Thank you Ted, for letting us know about your Wild West Falcons Chapter event.

Has your FCA Chapter hosted an event in your community? If so, we'd love to hear about it. Send your information and event photos to fca.editor@yahoo.com.

Classified Advertising

—Continued from page 8

1963 grille, nice and straight, has good shine, will restore well; \$595; 1960–1965 Falcon and Comet radios, good looking, tested and working, \$145–\$195 each; four lug 14" wheels, \$45 each, set of five, \$200; 14" wire hubcaps: number. four driver quality to #1 top condition \$175–\$550, set of four; 1960 grilles: driver quality to NOS, \$75–\$300. Dagenham four speed for parts, broken 2/3 gears, but complete and spins freely, as well as bellhousing, shifter, rods and handle, \$100–\$450; NOS Dagenham shifter box, last one, \$395. T-10 four speed, complete, buildable, narrow pattern \$495; with complete shifter and trans mount, \$695, with pedals, four speed column, bellhousing, starter and clutch, \$1,195. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at kelloggsgarage.com. CO.

1964–65 Ranchero single side trim set with proper gas cap, \$750 including shipping. 1964–65 Ranchero double side trim with gas cap; no chevrons or fender nose pieces. \$750 including shipping. 1964–65 Squire molding set, no buttons or clips, \$900 including shipping. Kenny Overmiller, 760-765-1990 or borregomotel@hotmail.com. CA.

Complete Falcon drivetrain remanufactured in 2013. 170 ci, six cylinder, two-speed Fordomatic transmission, rear end, driveshaft, four wheels and tires. Futura hubcaps, \$300 package deal. Will also sell separately. Contact Ed Greene, 401-741-1181 or egreene40@yahoo.com. RI.

Nice 1963 right front fender, \$50. Bumpers: 1962–63 front, 1960–63 rear, 1966–67 front. All are pretty straight with some light surface rust. Good cores for re-chrome, \$40–\$90. 1960 horn rings, 1964 Sprint horn ring, some pitting, \$15–\$20 each. Original 1963 front parking light housings and lenses, rust free, \$45. 1963–64 power steering/AC parts. Eaton pump and brackets, AC compressor brackets, remote PS reservoir, idle speed kicker brackets and lines, AC idler bracket, crank and water pump pulleys, \$300 for all, will sell piecemeal. Also have several power cylinders, p.c. frame bracket, control valve, two cylinder AC compressors. Front fender splash shields, 1963 and 1964, \$35 each.

—Continued on page 11

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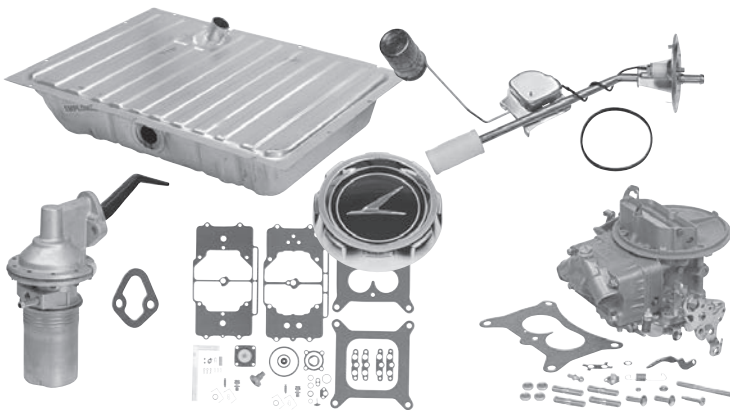
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Classified Advertising

—Continued from page 10

1960–63 hood hinges, \$45 pair. C5 transmission, \$75. Garage equipment: oxy-acetylene tanks and torch, vertical-horizontal band saw, Gray-Mills parts washer, Sun distributor machine, 1939 Ingersoll-Rand compressor—a nice addition for vintage garage display and it still works; contact me for prices. Lou Williams, 734-679-4994 or lew01a@earthlink.net, MI.

1964 Falcon Futura rear trim panel that has been professionally stripped, restored, polished and bright-dip anodized. All factory argent silver and black accents applied. A beautiful piece, ready for show! Huge upgrade for any prized 1964 Futura, \$695 plus shipping. For detailed pictures and further information, email huiehome@cox.net. Norm Huie, 949-498-8974. CA.

1963 radio delete, very good used, \$160; NOS 1965 grille, headlight doors and emblem, \$1965; 1964–65 NOS remote control mirror w/ matching NOS right side mirror, \$495. 1968–70 “Power By Ford” valve covers excellent used shape, \$75 pair. 1960–63 Comet dash clusters, nice condition, two to choose from, \$195. We have a 30+ year collection of Falcon and Comet parts. Call or email Lenny Kellogg at Kellogg’s Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at kelloggsgarage.com. CO.

For Sale: my entire 35 year collection of Falcon parts for \$50,000 due to health reasons. Bring at least two trailer trucks. I also have several project cars for sale including 1964–65 hardtops and convertibles, 1965 sedan delivery, and 1964 Ranchero. Located 40 miles west of St. Louis. Don Branson, 4097 Hwy. T, Marthasville, MO 63357. 636-228-4501, cell 636-357-8505. MO.

V8 toploader for tie speed transmissions; all used, sold as is. Rug E-3 28 spline wide ratio; HEH-P 25 spline wide ratio; HEH-G 25 spline wide ratio, narrow bolt pattern, \$600 each plus shipping. Mustang six grand rally Pak Tach only, not tested, \$100. John Simone, 413-527-8502. MA.

Two Ford alternators 60 amps each, complete with a regulator for each. Asking \$45 OBO for each set plus shipping. Lloyd Marshment, 519-542-3684, or grhead@hotmail.com. ONT.

—Continued on page 14

1964–73
MUSTANG

1928–69
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1960–70
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Diecast Emblems

Our beloved Ford Falcons, 1960 through 1970, are adorned with numerous diecast emblems. Over time they pit, blister, break or just lose their luster. Most emblems are back into production which is the good news; the bad news is you may need a small bank loan to pay for them all. Replacing just the small script and emblems on my 1963 Sprint hardtop would cost me up to \$240. Ouch! But just what goes into the production of these emblems? Let's take a tour.

What is diecast? Diecast manufacturing uses a large amount of pressure to force the higher quality liquefied metal to spread throughout a mold. This type of pouring is needed for metal castings with great surface detail, dimensional accuracy and extremely thin walls. I am sure Ford mass produced these parts quickly and cheaply back into the good old days. If Ford had spent a little more to produce these at the time, perhaps we would not have had so many to replace. So, why are they so expensive today?

Molds

A new mold is created by using an original, and only an original part to replicate. The first step is pressing the original emblem into the soft mold then carving the feeder lines for the smooth flow of metal. The mold is then pressurized followed with baking the mold for permanent impressions. The cost of the mold can range from \$600 or \$1200 according to size and number of items one mold can handle.



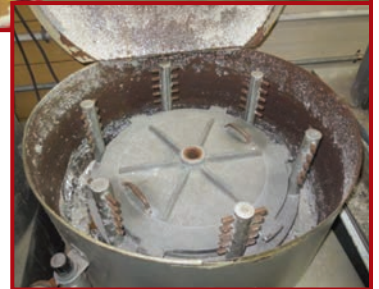
Shown on the left is the inside of a mold and a wall of molds on right. Each mold can be valued from \$600 to \$1200.

Casting

The production process for die cast emblems begins by heating the metal pots. Once the metal is liquefied it is poured into a spinning silicon mold that is installed in a centrifuge. As the mold spins the molten metal is poured into a small hole on top. The rapid spinning ensures that all of the crevasses of the mold will be filled; this replicates the high pressure presses Ford used decades ago. One interesting fact is the new pieces are about five percent smaller than the originals from which the mold was made. As metal cools it shrinks.



Photo above shows two furnaces and two centrifuges. A closeup of the inside of the centrifuge is pictured on the right.



A raw casting awaits removal of casting lines and flashing.



Use of an air sander is possible on larger pieces while hand filing is required on smaller pieces.



Copper plating occurs in large vats.



After copper plated diecast pieces are hung to dry.

Production

The casting process is the easiest step because once the piece is removed from the mold it has to be hand filed to remove casting lines, flashing and any other flaws. The next step is careful detailing to smooth any rough edges, confirm the pins needed for the mounting, then polish each one to ensure a satin smooth finish.

Plating

Now, off to the plating area where each piece is triple plated. Each emblem is first connected, or fastened to a rod using copper wire only. The emblems are then dipped into the copper tank and soaked for five minutes. The third step involves dipping the emblems into the nickel tank where they remain submerged

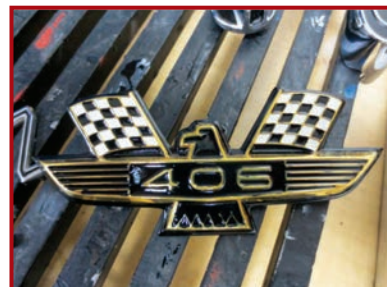
for thirty minutes. The final step is the chrome coating which keeps the nickel shining for the rest of its life.

There are many Ford emblems that have gold plating. The cost of the chemicals used in the plating process and disposal of the spent chemicals is very expensive.

—Continued on page 17



A finished Comet emblem sits behind a raw Falcon emblem. Below, a group of emblems are shown in various stages of completion. If you look closely, in the upper left corner is the rear chrome for a Sprint tach.



Above, a tray is loaded with emblems in early stages of hand painting and to the left is a completed emblem awaiting packaging and delivery.

Classified Advertising

—Continued from page 11

1961 grille in fair condition, \$20; 1962 instrument cluster with restored gauges, \$200; 1964 black two door hardtop sun visors, \$12. 1964 instrument cluster for deluxe trim, \$125. Steve Sr., 562-595-1876 or SteveWT324@aol.com. CA.

1965 Ford Ranchero parts with prices ranging from \$10 to \$150. Parts removed from a V8 car. Call or email with your needs. Mike 573-735-4355 or mikehays50@gmail.com. MO.

1963 Falcon fender top ornaments, \$100. 1963 Falcon radio delete, \$195. 1964 Falcon radio delete, \$195. 1963 Falcon Sprint eight inch rear end, complete with E-brake cable, \$400. 1963 Futura glove box door, \$65. 1964-65 glove box door, \$50. 1963-65 Falcon/Comet four speed shifter, \$195. 1963-65 Falcon/Comet four speed tunnel, \$199. 1964-65 Falcon/Comet top loader shifter box with linkage, \$355. More NOS and used Falcon parts available. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY.

Large 35 year collection of good used parts for 1960-69; hoods, \$75-\$110; doors, \$50-\$75; and chrome moldings, \$5-\$25. Many body and chassis parts, too numerous to mention. Also some parts for 1963-65 Comets and Fairlanes. Complete Fiberglass front clip for 1960-61 Falcons, new, \$650 for race cars, held on with pins. Don Branson, 4097 Hwy T, Marthasville, Missouri 63357. 636-228-4501 or dbranson@mail.win.org. MO.

PARTS WANTED

1965 Falcon Sedan Delivery chrome pieces on the top of the quarter panel that run full length of the quarter panel on both sides and over the tail light. Need both sides. Contact me at Don.klee@hotmail.com or call at 989-550-9271. MI.

1963 Falcon Delux two door wagon parts. They must be in excellent condition either NOS or used: front

bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs hinges, etc. Keith Litteken, 11394 Revere Ln., St. Louis MO 63128-1416. 314-480-2556 or kslitteken@aol.com. MO.

Right hand door window regulator for 1965 Falcon Sprint Convertible. Also need 1965 quarter panel letters f.a.l.c.o.n. Rodney R. King, rodking@surry.net. NC.

Parts Wanted: Finned aluminum valve cover for 170/200 Ford six that says Falcon in the center. Tom Burns, 417-825-1049 or ltrtpb@sbcglobal.net. MO.

Looking for an early 1960 144 engine, block, head, or parts. Also looking for a 1904 carburetor or parts. Please call Merl Hayn at 574-952-6309 or email shaynfamil@aol.com.

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WANTED: 1963 Ford Falcon passenger side door for a two door sedan. Rust free if possible. Close to Connecticut if possible. Call Tom Krish, 860-621-8537. CT.

A pair of lower control arms for 1960 to early 1962, built before 10/15/61. The condition of the ball joints is not important but bushings should be good. Must be reasonably priced. Brian Gatzow 262-781-5392 or bdgtzw@aol.com. WI.

Wanted for 1963 Falcon wagon: Gas cap and windshield wiper switch. Pete Planté, 740- 522-2800 or plantep1943@yahoo.com. OH.

Wanted for 1964 Ford Falcon Futura convertible: convertible top weather

stripping retainers. I have the weather stripping and I am looking for the six metal retainers—three for each side. 512-497-6834 or Charles_Burgess@Dell.com. TX.

Wanted: pair of five lug spindles V8 for a 1963 Falcon. Please contact Jeff DeMichael, 860-304-1182 or j.demichael@sbcglobal.net. CT.

Four 205/70R13 narrow whitewall tires with 91T speed rating, any brand. Call Ronny, 903-969-3003 or ronnyw@suddenlink.net. TX.

All parts needed to install power steering on my 1963 Falcon Ranchero 260 V8. Jim Guibord, 313-274-5054 or jamest7281@comcast.net. MI.

1963 taillight rubber grommet; 1963 wood simulated Sprint steering wheel; 1963 Ranchero or station wagon gas cap; 1962 tunnel hump for four speed. John Baker, 914-782-3173. PA.

Exterior chrome for a 1961 Falcon four door sedan. Driver quality is OK. Joanne Ray, 989-426-9725. MI.

Wanted: 1960 two door Falcon front L/R fenders, hood, grille, bumper in good condition. Also want late 200 CID engine complete, air cleaner to oil pan and fan blade to flywheel. Norm, 417-839-3300 or nm2000@live.com. MO.

MISCELLANEOUS FOR SALE

Shop Manuals by Ford: 1960–63, \$34.95 each; 1964–68, \$49.95 each; 1969–70, \$59.95 each; 1963 Owners Manual, \$14.95. Part Interchange Manual: 1960–65 or 1963–70, \$39.95 each. Falcon 140 page Road Test book 1960–70, \$19.95. Hardcover Falcon History book, \$39.95. Alex Voss, 206-721-3077 or Alex@books4cars.com. WA.

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Diecast Emblems

—Continued from page 13

Painting

Many pieces do require painting which is done by hand. This is laborious and time consuming and it requires a lot of patience. Great care is taken to color match as closely as possible to the factory original.

Ray Pinto, owner of Custom Cast & Chrome, and his six employees work hard to manufacture interior and exterior diecast emblems to perfection, for just about any make or model of automobiles, boats and bikes.

Custom Cast & Chrome have generously donated some Falcon diecast pieces for raffle items at this year's Falcon Nationals in Warrick, Rhode Island. When at the Nationals be sure to check them out and drop in a raffle ticket. Hey, you never know!

—Dick Harrington (FCA #12563)
Titusville, Florida

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My Future Falcon Projects

By Jerry Kratz

I have always been interested in cars that have a history or a special story. I am also always looking around for cars sitting in garages, back yards, barns. Recently I read a series of books by Tom Cotter; the first book, *The Cobra in the Barn* talks about barn finds and cars that have been found and their histories. These books have stories about cars that have been sitting for years and years with an owner saying he will fix it up one day or a person who calls himself a collector just to say he has an old car. I always wondered how someone can do this to an old car. Then I realized I was one of these people. I have been collecting Falcons since 1982 and have been selling new and used parts for Falcons since 1996. I have a small collection of Falcons that I have been holding onto for some time.

Here are three of my Falcons and their stories.



FALCON NUMBER ONE is a 1963 Falcon Sprint, 260 auto with power steering. When I was going to tech school in 1984, this car was sitting on a used car lot near the school and its appearance was about the same as it is now. I test drove this car and noticed it had a bad pull to the left. When I got back to the lot I noticed it had a broken left shock tower and the left front wheel was tilted in. To say the least I didn't buy it. In 1991 my father called me about a 1963 Sprint that was in the local *Auto Trader* and said he wanted us to go look at it. I was surprised to find it was the same Falcon I had looked at seven years earlier. The gentleman had purchased it from the same used car lot and had not noticed the broken shock tower until after he had purchased it. He had not done much to it during the time he'd owned it. This Falcon sat in my parents' barn uncovered from 1991 to 1994 and has been sitting there outside under a cover since 1994. The cover is wearing the black spray paint off that was on it and showing its original color.



FALCON NUMBER TWO is a 1964 Falcon Futura hardtop, 260 four speed, Rangoon Red with black bucket seat interior. I have many people call me looking for Falcons. I had spotted this car about a week before I had a gentleman call me looking for a 1964 hardtop. This individual had called me many times before and tried to buy one of my cars. You know the story... "I am going to fix it when I have time." I hadn't had time to stop and look at this car yet and just wanted to give him a lead on a car, so I told him where it was. He called me a couple weeks later and told me he had purchased the car and that it was a factory 260 four speed. I was dumbfounded that I had given this car up without first looking it over. I told him if he ever wanted to sell it I would be interested. About a year later he called me and needed money and wanted to sell it. He had changed out the seized 260 engine with a 302 and sprayed grey primer on the fenders and doors. I had a 1964 Rangoon Red hardtop early on and wanted to replace it. I bought it for double what he originally had paid for it. This Falcon has been sitting in this place with a cover over it since 1994.



7th Annual Southern Coast Chapter Falcon Regional Awards

The Southern Coast Chapter of Falcon Club of America, in conjunction with the Gulf Coast Regional Mustang Club, held their 7th Annual Regional Show March 27-28, 2015 at the Pensacola, Florida Interstate Fair Grounds. This list of award winners and their photo links was provided by Larry W. Blum, Jr. (FCA #9509) of Walnut Hill, Florida. Links to access and to identify the photos are listed below each name. Once in the photobucket site, there is an option to view all the photos in a slideshow.

BEST IN SHOW MODIFIED

Harold Schnyder – 1964 Sedan Delivery

http://s297.photobucket.com/user/lwblumjr/media/2015SCCFCAShow/IMG_0623_zpsp29pmtt0.jpg.html?sort=3&o=25

BEST IN SHOW STOCK

Shaun Small—1962 Falcon Deluxe Tudor

http://s297.photobucket.com/user/lwblumjr/media/2015SCCFCAShow/shauns62_zpss6bsot8m.jpg.html?sort=9&o=72

OLDEST FALCON

Tim Blair—1960 Tudor

http://s297.photobucket.com/user/lwblumjr/media/2015SCCFCAShow/tims60_zpslaf7vzxo.jpg.html?sort=3&o=2

LONGEST DISTANCE—950 miles

Pat McGinnis—1965 Ranchero

http://s297.photobucket.com/user/lwblumjr/media/2015SCCFCAShow/pats65_zpss1qebks8.jpg.html?sort=9&o=69

LADIES' CHOICE

Mike Sigler—1963 Sprint Convertible

http://s297.photobucket.com/user/lwblumjr/media/2015SCCFCAShow/IMG_0612_zpstxl4jsxr.jpg.html?sort=9&o=23

WORK IN PROGRESS (DIAMOND IN THE ROUGH)

1st Place: Bill Poole—1965 Futura Wagon

http://s297.photobucket.com/user/lwblumjr/media/2015SCCFCAShow/bills65_zpsawjpyquq.jpg.html?sort=9&o=2

2nd Place: Mike Sigler—1961 Ranchero

http://s297.photobucket.com/user/lwblumjr/media/2015SCCFCAShow/mikes61_zpsze65xfdj.jpg.html?sort=9&o=65

3rd Place: Jimmy Reed—1965 Tudor Wagon

http://s297.photobucket.com/user/lwblumjr/media/2015SCCFCAShow/jimmys64_zpsndpfck6o.jpg.html?sort=9&o=59

DAILY DRIVER

1st Place: Butch Hemmenway—1964 Falcon Ranchero

http://s297.photobucket.com/user/lwblumjr/media/2015SCCFCAShow/butchs64_zpswleh14nj.jpg.html?sort=9&o=5

2nd Place: Tim Blair—1960 Falcon Tudor

http://s297.photobucket.com/user/lwblumjr/media/2015SCCFCAShow/tims60_zpslaf7vzxo.jpg.html?sort=3&o=2

3rd Place: Ken Fowler—1964 Futura Convertible

http://s297.photobucket.com/user/lwblumjr/media/2015SCCFCAShow/kens64_zps29fpllld.jpg.html?sort=9&o=65



MODIFIED

1st Place: Don Mosley—1965 Futura Convertible

http://s297.photobucket.com/user/lwblumjr/media/2015SCCFCAShow/IMG_0611_zpsrtgijv1s.jpg.html?sort=9&o=22

2nd Place: Joe Dye—1965 Falcon Tudor

http://s297.photobucket.com/user/lwblumjr/media/2015SCCFCAShow/joes65_zpsedflm3x9.jpg.html?sort=9&o=61

3rd Place: Dennis Purnell—1963 Sprint Hardtop

http://s297.photobucket.com/user/lwblumjr/media/2015SCCFCAShow/dennis63_2_zpsvetbrzae.jpg.html?sort=9&o=10

LITE MODIFIED

1st Place: Tim Troia—1963 Sprint Hardtop

http://s297.photobucket.com/user/lwblumjr/media/2015SCCFCAShow/tims63_2_zpsihxx5fsn.jpg.html?sort=9&o=79

2nd Place: Chuck Beason—1965 Sprint Hardtop

http://s297.photobucket.com/user/lwblumjr/media/2015SCCFCAShow/chucks65_zps1blow5y9.jpg.html?sort=9&o=6

3rd Place: David Silvers—1964 Sprint Hardtop

http://s297.photobucket.com/user/lwblumjr/media/2015SCCFCAShow/davids64_zpsg2nsdjl.jpg.html?sort=9&o=9

STOCK

1st Place: Bruce Young—1965 Futura Convertible

http://s297.photobucket.com/user/lwblumjr/media/2015SCCFCAShow/bruces65_2_zps6l1dv9p.jpg.html?sort=9&o=4

2nd Place: Terry Leggett—1965 Futura Hardtop

http://s297.photobucket.com/user/lwblumjr/media/2015SCCFCAShow/terrys65_zpszebfr77h.jpg.html?sort=9&o=73

3rd Place: Tom Wanzie—1964 Futura Convertible

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My Future Falcon Projects

—Continued from page 17

FALCON NUMBER THREE is a 1963 Falcon Futura convertible, 260 automatic with power steering. This car came as a parts car with the 1963 Falcon Sprint convertible I purchased in 1982 which was my first car and currently still own. This Falcon has major rust issues, had a 289/FMX engine/transmission combo stuck in it and no front sheet metal. We later found out it was on my Sprint. For some reason I have not been able to part with this car. It was in my parents' barn from 1982 until 1994, then housed in my pole building from 1994 to 2001, and since then has been sitting in its current place with a cover over it. This Falcon is destined to be a parts car for my wife's 1963 convertible which came to me missing a lot of little stuff—window regulators and door latches, just to name a few.

We'll keep you posted on their progress.

—Jerry Kratz (FCA #2692)
North Wales, Pennsylvania

This article was originally published in the Falcon Club of America Keystone Chapter's 2015 March/April newsletter, The Falcon Key. Thanks to Bruce Wolfe, Editor for sharing it with us.

We look forward to seeing photos and updates regarding the future progress of these Falcons!

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Metro Detroit Chapter Detroit, MI

1st Sun. bi-monthly
Holiday Inn Southgate
17201 Northline Road
Southgate, MI
313-382-2993

Mid America Chapter Kansas City

1st Fri. monthly
816-537-9330

Mile Hi Chapter Denver, CO

3rd Fri. monthly
303-857-9360

Music City Chapter Nashville, TN

Monthly Meetings
Call for dates/locations
615-452-0321

Northeast Chapter New England

3rd Sat. monthly
northeastchapter.com
401-823-1059

Northland Chapter Minneapolis, MN

2nd Sun. odd months
952-334-1653
northland-falcons.com

Raptor Chapter Princeton, IL

1st Sunday of each quarter
815-200-6348

Rainier Chapter Seattle, WA

Bi-monthly Jan–Nov.
University Burgermaster
3040 NE 45th St. 7.00 PM
rainierfalcons.com
206-290-3093

River City Chapter Sacramento, CA.

2nd. Sat. even months
12:00 PM
Round Table Pizza
1566 Howe Ave
Sacramento, CA
209-957-0974

So-Cal Falcons Pasadena, CA

2nd Sat. bi-monthly
805-583-4403

Sooner Falcons Oklahoma City

3rd Sat. monthly
405-820-4808

Sonoma County Santa Rosa, CA

1st Thurs. monthly
707-539-2860

Southeast Chapter Georgia

1st Sun. monthly
770-887-6268

Space City Chapter Houston, TX

2nd Sat. monthly, 6:00 PM
Prince's Drive-In
I-45 & Fuqua
713-703-5110

Star City Falcon Club Roanoke, VA

Monthly meetings
Call for date/location.
540-254-1515

Third Coast Chapter Houston, TX

3rd Sat. even months,
5:30 PM
Valley Ranch BBQ
22548 SH 249
at Spring Cypress
281-467-4607

Virginia Falcons Richmond, VA

2nd Sun. of March, June,
September and December
757-646-3222

Wheat State Chapter Wichita, KS

2nd Sat. even months
316-838-7487

Wild West Falcons Chapter Western Colorado

Meetings quarterly
Call Ted for details.
970-314-2498



Bruce Young (FCA #11449) of Santa Rosa, Florida and his 1965 Futura Convertible took home first place in the Stock category at the 7th Annual Southern Coast Regional in Pensacola, Florida. A complete list of award winners can be found on page 18.
Photo provided by Larry W. Blum, Jr. (FCA #9509) of Walnut Hill, Florida.

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